

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4985

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THURSDAY, OCTOBER 26, 1905.

四拜禮

號六廿月十英曆

\$30 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROP. \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOETS, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALLINGER, Esq.
H. SCHUBERT, Esq.
E. SHELLEN, Esq.
Hon. R. SHEWAN, Esq.
N. A. SIEBS, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND
SMITH'S BANK, LTD.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On deposit at the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 19th August, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2
per cent. per annum.

Depositors may transfer at their opti-
on to the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2
per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905.

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking,

Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank), Direction der Disconto-Gesellschaft

Deutsche Bank, S. Bleichroeder,

Berliner Handels-Gesellschaft,

Robert Warshawsky & Co.,

Mendelssohn & Co.,

M. A. von Rothschild & Soehne,

Frankfurt a/M.,

Norddeutsche Bank in Hamburg, Hamburg,

Sal. Oppenheim Jr. & Co., Koln,

Bayrische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager.

Hongkong, 9th September, 1905.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,940,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HONOLULU.

NAGASAKI, SHANGHAI.

LYONS, NEWCHANG.

SAN FRANCISCO, MUKDEN.

OMURA, PORT ARTHUR.

TIENTSIN, CHEFOO.

PEKING, DALNY.

Kobe, TIE-LING.

LONDON, OSAKA.

NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARRS' BANK, LTD.

THE UNION OF LONDON AND

SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

On deposit at the daily balance.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 1/2 per cent.

On fixed deposits for 3 months at 4 per cent.

On fixed deposits for 1 month at 3 1/2 per cent.

T. P. COCHRANE,

Manager.

Hongkong, 25th September, 1905.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per cent.

On Fixed Deposits for 6 months at 4 1/2 per cent.

On Fixed Deposits for 3 months at 4 per cent.

On Fixed Deposits for 1 month at 3 1/2 per cent.

T. P. COCHRANE,

Manager.

Hongkong, 18th May, 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES

IN CHINA, THE PHILIPPINE ISLANDS AND

THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORIZED.....GOLD \$10,000,000

CAPITAL PAID UP.....GOLD \$3,250,000

RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE—NEW YORK.

LONDON OFFICE:

THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every descrip-

tion of Banking and Exchange Business

receives Money in Current Account and ac-

cepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 3 months 3 1/2 per cent. per annum.

For 1 month 3 per cent. per annum.

H. PINCKNEY,

Manager.

No. 9, Queen's Road Central.

Hongkong, 19th September, 1905.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	{ BENGOAL..... W. W. Cooke, R.M.S. }	About 2nd November	Freight and Passage.
LONDON, &c.	{ COROMANDEL..... G. M. Monford, R.M.S. }	Nov. 4th Noon	See Special Advertisements.
YOKOHAMA VIA SHANGHAI, MOIJI and KOBE	PALERMO..... E. G. Andrews	About 6th November	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, CO- LOMBO, PORT SAID and MARSEILLES.	SOCOTRA..... W. K. Hickey	About 8th November	Freight only.

For Further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 25th October, 1905.

Entimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.
NOW SHOWING
NEWEST AUTUMN NOVELTIES
IN
SILK NECKWEAR.
LINCOLN & BENNETT'S
CELEBRATED HATS.

TWEED GOLF & MOTOR CAPS.
A LARGE VARIETY OF
WALKING STICKS.
LEATHER LEGGINGS.
NEW STYLES AND CLOTHS
IN
RAINCOATS.
EVERY REQUISITE FOR
DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 29th September, 1905.



CHAMPAGNES.

PAUL DOMMIER & CO. (Gold Marque).
IRR-Y & CO. CARTE D'OR VIN 1898.
LANSON PERE ET FILS VIN 1900.
POL ROGER VIN 1898.
GIESLER & CO.
BOLLINGER & CO. EXTRA QUAL VIN 1898.
TOMMEY & GRENO.

Special quotations for Balls, Dances, Parties, &c.

Telephone

CALDBECK MACGREGOR & CO.

No 75.

SOLE AGENTS,

15, Queen's Road Central.

Hongkong, 26th October, 1905.

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
OF THE UNION INSURANCE SOCIETY
OF CANTON, LIMITED, will be held at the
Registered Office of the Society, No. 1, Queen's
Buildings, Victoria, in the Colony of Hongkong,
on SATURDAY, the 4th day of November, 1905,
at 11 o'clock, Noon, when the subjoined Resolu-
tion will be proposed:—

That the Provisions of the Memorandum of
Association of the Society be altered by insert-
ing therein immediately after the words "The
Reinsurance of Risks" (when deemed neces-
sary) the words "and also the entering into
of partnerships or joint arrangements for
sharing profits arising from interests co-operation
joint adventure reciprocal concession or other
wise with any person or Company carrying
on or engaged in or about to carry on or
engage in any business or transaction which
the Society is authorized to carry on or engage
in or any business or transaction capable of
being conducted so as directly or indirectly
to benefit the Society, and also the taking or
otherwise acquiring and holding the whole
or any number of shares in any Company
having objects altogether or in part similar
to those of the Society or carrying on any
business which the Society is authorized to
carry on or any business capable of being
conducted so as directly or indirectly to
benefit the Society and also the investing of
the moneys of the Society in any manner
which may from time to time be determined,
and that the objects of the Society be altered
accordingly.

Should the Resolution be passed by the re-
quired majority, it will be submitted for con-
firmation at a Special Resolution to a second
extraordinary meeting, which will be subse-
quently convened.

Forms of Proxies can be obtained from the
Undersigned.

By Order of the Board.

W. LEAUNDELL,

Secretary.

Hongkong, 11th October, 1905.

THE HONGKONG ELECTRIC COM- PANY, LIMITED.

NEW 15' 10" SHARES.
SHAREHOLDERS are hereby notified that
the FINAL CALL of \$5 (Five Dollars)
per Share has been made and is PAYABLE
at the Company's Office, St. George's Buildings,
on or before 1st December, 1905.
Shareholders are requested when paying the
above mentioned Call to send to the Company's
Agents their Provisional Share Certificates for
endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th October, 1905.

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS

and PROVISIONS of which they have

always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

Hongkong, 25th September, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 115 lbs. each, 75/- per Cask.

In Bags of 50 lbs. each, 40/- per Bag.

In Bags of 25 lbs. each, 20/- per Bag.

For further particulars apply to the

Undersigned.

By Order of the Board.

W. LEAUNDELL,

Secretary.

Hongkong, 25th September, 1905.

Entimations.

Anywhere and
any time

BOVRIL is the right thing.
Being a perfectly scientific com-
bination of the nourishing and the
stimulating properties of beef,
BOVRIL will always give a good
account of itself.

BOVRIL

57

"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION:
Is Self-acting. Always ready for immediate use. Requires only one hand to hold.
Destroys all smoke. Can be used by anyone, even lady or child. Weight only 11 lbs. when full.
Minimum of Price, Weight and Size. Means of simplicity and effect.

"MINIMAX"

THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905.

VICTORIA HOTEL, MACAO HOTEL, SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

W. F. LAM, Proprietor.

HOTEL CRAIGIEBURN.

Plumet's Gap, the Peak, near the Tram Terminus, Tel. 60.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd July, 1905.

CONNAUGHT HOTEL.

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS,

PRINCIPAL OFFICE and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Fresh Water, Electric

Hydraulic Elevator. Excellent Cuisine and Wine.

Hot and Cold Water Baths and Showers. Baths. Under European Management.

For further particulars apply to the

Undersigned.

By Order of the Board.

W. LEAUNDELL,

Secretary.

Hongkong, 25th September, 1905.

KOWLOON HOTEL.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossijs.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 5 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

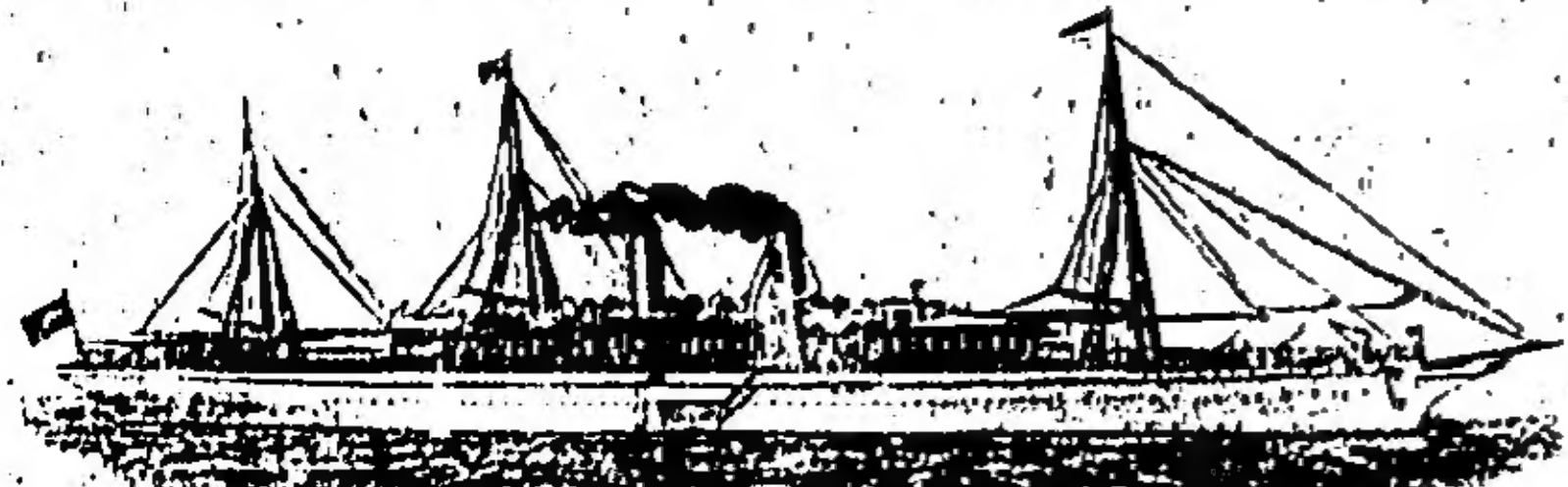
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "ATHENIAN"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,425	W. Davison, R.N.R.	WEDNESDAY, 30th Nov.
"EMPRESS OF JAPAN"	6,000	I. Pybus, R.N.R.	WEDNESDAY, 13th Dec.
"EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 10th Jan.

Hongkong to London, 1st Class \$140. 2nd Class \$80.
 Hongkong to London, Intermediate only \$40.
 Steamers, and 1st Class Rail \$40. 2nd Class \$20.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 18th October, 1905 Corner Pedder Street and Praya, opposite Blaka Pier. [10]

HAMBURG-AMERIKA LINIE.

DEUTSCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BORUSSIA	HAVRE and HAMBURG.	1st Nov.
Hahn	(Calling at SPORE, PENANG & COLOMBO)	Freight and Passengers.
SEBRIA	HAVRE and HAMBURG.	10th Nov.
Hoffschmidt	(Calling at SPORE, PENANG & COLOMBO)	Freight.
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	18th Nov.
Peter	(Calling at SPORE, PENANG & COLOMBO)	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.	29th Nov.
Meyerderks	(Calling at SPORE, PENANG & COLOMBO)	Freight.
SITHONIA	HAVRE and HAMBURG.	13th Dec.
Hildebrandt	(Calling at SPORE, PENANG & COLOMBO)	Freight.
NUBIA	NEW YORK VIA SUEZ.	About 31st Dec.
Habel	with liberty to call at the Malabar coast.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.
 Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 26th October, 1905.

D. NOMA TATTOOER,

66, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ ETTEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNISEN	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ ETTEL FRIEDRICH	WEDNESDAY, 25th April.
PRINZ HEINRICH	WEDNESDAY, 9th May.

ON WEDNESDAY, the 8th day of November, 1905, at Noon, the Steamship PRINZESS ALICE, Capt. Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 6th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 7th November.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,562	TUESDAY, 14th November.
WILLEHAD	3,762	TUESDAY, 12th December.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.

ON TUESDAY, the 14th November, 1905, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA & KOBE TUESDAY, 21st Nov.
 SHANGHAI, NAGASAKI, } SACHSEN MONDAY, 30th October.
 KOBE & YOKOHAMA }
 SHANGHAI, NAGASAKI, } PRINZ REGENT LUITPOLD, WEDNESDAY, 8th Nov.
 KOBE & YOKOHAMA }
 * Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG".
 SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Rate for the Round Trip \$12.
 Fare for the Round Trip \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMAHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Rate for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 5th July, 1905.

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905.

Dentistry.

Dr. M. H. CHAN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.

Hongkong, 28th May, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Build, Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Odoes A. U. C. 4th and 5th Ed.

Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 556, Nanking Road.
 Hongkong, 24th March, 1904.

F. BLACKHEAD & CO.,

HIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAILMERS PATENT MOTOR

LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

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Intimations.

WM. POWELL,
LIMITED.

"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

**NOW
ON SHOW**

OUR
SPLENDID
RANGES
of
**DAINTY
FABRICS**
for
**BALL AND DINNER
GOWNS.**

FIRST-CLASS
**DRESS-
MAKING**
by
EXPERIENCED
ENGLISH
FITTERS.

ALL WORK
GUARANTEED.

Fashion Books
from
LONDON,
PARIS,
and
NEW YORK

**FASHIONABLE
MILLINERY**
At Moderate Prices
AT
POWELL'S
ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 26th October, 1905.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
(FRIDAY) AND SATURDAY,
the 27th and 28th October, 1905, commencing
each day at 2.30 P.M. sharp, at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
OLD PEKIN CURIOS,
Comprising—
OLD CHINA VASES, WALL PLATES
AND INCENSE BURNERS, CLOISONNE
VASES, AND WALL PLATES, OLD
BRONZES, SNUFF BOTTLES, CARVED-
WOOD ORNAMENTS, TEMPLE PALACE
AND WALL HANGINGS, SILK EMBROID-
ERIES, &c., &c., &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th October, 1905. [1036]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 27th October, 1905, at 3 P.M., at the
Wing Lok Street Wharf,
The River Passenger Steamer
"YING KING."
For Particulars, apply to the Auctioneers.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th October, 1905. [1037]

GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on MONDAY, the 30th day of October,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
adjoining Rural Building Lot 44 at Deep
Water Bay, in the Colony of Hongkong, for a
term of 75 years, commencing from 22nd June,
1866.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Location	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
			N. S. E. W.			
Rural Building Lot No. 44		Adjoining Rural Building Lot 44, Deep Water Bay.	150 150 200 200	112,000	218	1,500

Hongkong, 21st October, 1905. [1031]

Notices of Firms.

NOTICE.
I HAVE This Day RESUMED CHARGE
of the Company's affairs at this Post.
E. A. HEWETT,
Superintendent,
P. & O. S. N. Co.
Hongkong, 23rd October, 1905. [1034]

NOTICE.
I HEREBY GIVE NOTICE that on the
1st day of October, 1905, I admitted into
Partnership in the business carried on by me
under the style of MACDONALD & Co. Mr. JOHN WILKIE, and the business will
henceforth be carried on by myself and
the said JOHN WILKIE under the style of
MACDONALD & Co.
D. MACDONALD.
Hongkong, 21st October, 1905. [1033]

Intimations.

KOWLOON CUSTOMS NOTIFICATION.

WRECK IN CANTON RIVER.
THE Chinese Torpedo-boat "LOI FU"
(雷虎) sunk in CANTON RIVER is
marked with a Junk which carries a Red Flag by
day and Two White Lights (one under the other)
from one yard arm and One White Light on the
opposite yard arm by night. Vessels passing
should do so on the side of the two lights.
The junk is moored close to the wreck in 26
feet low water.

The bearings are—
North end of LANKIT ISLAND N. 56° W.
about 5½ miles.
CHUEN I POINT N. 28° W. about 6½ miles.
T. E. COCKER,
For Acting Commissioner of Customs,
Kowloon District,
Custom House,
Kowloon, 24th October, 1905. [1014]

BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part
of Macao's Famous Beach, has just
been opened for the public and for the
benefit of Hongkong Visitors, who travel to
this Delightful Resort.
BATHING PARTIES, and indeed every
Holiday Seeker on pleasure bent, will find
all their wants supplied at BAY VIEW
HOUSE.
MORNING TEAS, BREAKFASTS,
TIFINS, AFTERNOON TEAS, and
DINNERS can be supplied to any number
at the shortest notice, and at the most
reasonable prices.
On SUNDAYS Meals served a la carte
from 11 A.M. to 9 P.M.
Only the Finest Brands of WINES and
LIQUEURS will be kept in stock.
LIGHT REFRESHMENTS of every
description, including Ices, may be had at
the lowest prices.
After one trial of the fancy fare at BAY
VIEW HOUSE, you will be loth to return
to Hongkong.
TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO."
Macao, 7th June, 1905. [1011]

Intimations.

CONFIDENCE.
said Lord Chatham, "is a plant of slow
growth." People believe in things that they
see, and in a broad sense they are right.
What is sometimes called blind faith is not
faith at all. There must be reason and fact to
form a foundation for trust. In regard to a
medicine or remedy, for example, people ask:
"Has it cured others? Have cases like mine
been relieved by it? Is it in harmony with
the truths of modern science, and has it a
record above suspicion? If so, it is worthy of
confidence; and if I am ever attacked by any
of the maladies for which it is commended I
shall resort to it in full belief in its power to
help me." On these lines

WAMPOLE'S PREPARATION
has won its high reputation among medical
men, and the people of all civilized countries.
They trust it for the same reason that they
trust in the familiar laws of nature or in the
action of common things. This effective
remedy is palatable as honey and contains all
the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It quickly eradicates the
poisonous, disease-breeding acids and other
toxic matters from the system; regulates and
promotes the normal action of the organs,
gives vigorous appetite and digestion, and is
infallible in Prostration—following Fevers,
Anemia, Scrofula, Influenza, Wasting Diseases,
Throat and Lung Troubles, etc. Dr. W. A.
Young, of Canada, says: "Your tasteless pre-
paration of cod liver oil has given me
uniformly satisfactory results, my patients
having been of all ages." It is a product of
the skill and science of to-day and is successful
after the old style modes of treatment have
been appealed to in vain. To try it is to trust
it forever after. It cannot disappoint
you and is effective from the first dose. Sold
by chemists everywhere.

SANITARY BOARD OFFICE,
HONGKONG.
TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS (as amended),
every Domestic Building or part of such Build-
ing within the CENTRAL DIVISION of the CITY
OF VICTORIA, and the WESTERN DIVISION
OF KAU-LUNG occupied by members of more
than one family must be Cleaned and Lime-
washed THROUGHOUT by the owner
during the months of September and October.
N.B.—The word "Throughout" used in this
notice means that the Houses should be Lime-
washed in respect of all the Walls of each
Room and Staircase, all Cubicle Partitions, Stair
Galleries and Stair Landings, all Ceilings and the
Underneath of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandahs.
The Back Yard should have its containing
Walls Limewashed up to the level of the first
floor.
Carved, Painted or Polished Woodwork in
good condition, however, need not be Lime-
washed but must be Cleaned.
The Central Division of the City lies between
Gilman Street and Peel Street on the East and
Tank Lane and Cleverley Street on the West.
Kau-lung is divided into the Eastern and
Western Divisions by Robinson Road and a
straight line drawn from the north end thereof
through the Yau-ma-tei service reservoir to the
northern boundary of Kau-lung.
G. A. WOODCOCK,
Secretary.
Dated this 2nd day of October, 1905. [1038]

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the
Naval Authorities that TORPEDO RUN-
NING will be carried on from the range at
Lai-chi-kok from THURSDAY, the 26th inst.
By Command,
T. SERCOMBE SMITH,
Colonial Secretary's Office,
Hongkong, 21st October, 1905. [1032]

GOVERNMENT NOTIFICATION.
INFORMATION has been received that
the Naval Authorities have always prevailed. There
have been no objections at all, it is true, Hango,
or Gangut, Kichin, or Truxena, or even
times the admiral in charge was a Scotman.
But this is a detail. Russia has had Nakh-
moff, Isomoff, Kornilov, Lazareff. But
their records have been, as a rule, on land.
They were heroes of shore combats, not sea-
dogs, like Suffolk or Collingwood.

GOVERNMENT NOTIFICATION.
INFORMATION has been received that
the Military Authorities that GUN
PRACTICE will be carried out as under—
On WEDNESDAY, 21st November—
From Eastern Defences, towards entrance
to Junk Bay, at ranges up to 6,000
yards, commencing at 9.30 A.M., and
finishing at 12 Noon.
On FRIDAY, 23rd November—
From Eastern Defences, towards entrance
to Junk Bay and towards Waglan, at
ranges up to 12,000 yards, commencing
at 9.30 A.M., and finishing at 12 Noon.
If the weather is unfavourable on either of
the above dates, Practice will take place on the
following day.
All ships, junks and other vessels are to
keep clear of the ranges.
BASIL TAYLOR,
Harbour Master, &c.
Harbour Department,
Hongkong, 20th October, 1905. [1007]

THE RUSSIAN NAVY FROM WITHIN.

SOME INTERESTING SIGHTS.

A writer under the pseudonym of "Cher-
son" who has had intimate acquaintance with
the Russian Navy, contributes an interesting
article to the Times of India, from which the
following extracts are made.
It says the writer, the value of a Navy were
calculated by the number and quality of its
ships, the physique of its blue-jackets, the
smart appearance of its officers on shore, or
indeed, by the deeds of bravery of its members
in "hot times," that of Russia would take a high
place among the Navies of the world. But all
these things, though doubtless excellent, are
not enough to win the way to victory. There
must be in a Navy, as well as in an Army,
what the Germans call "der Geist," the spirit
that gives life. I have had frequent opportuni-
ties of observing the Russian ships and their
crew. I have seen them at St. Petersburg,
Cronstadt, Sebastopol, Kerch, Baku, Con-
stantinople, Port Arthur, Nagasaki, and in the
West Indies. The conditions governing their
existence, whether under the sky of the tropics,
or in the gloom of the north, were always the
same. Some sailors obtain their sailors by the
"incription maritime," which draws to a large
extent on the fishing population. Others place
boys for instruction upon training ships.
In Russia so much custom exists. A certain
proportion of the recruits annually selected for
service on attaining the age of 31 years are
told off to sea service. The number taken for
the Navy in Russia has been some 7,000, out
of a total which has varied from 240,000 to
300,000 in the last few years. As soon, then,
as Oleg or Alex is drawn from the cart-tail in
Poland, for the service of the Tsar, he may be
designated for service afloat. This he has
never seen a ship, or, in many cases, either a
maat or a sail does not matter. He is at once
told off to one of the twenty or thirty equipages
of which the Russian Fleet is composed. An
"equipage" lives in barracks on shore. Its
members march in rhythmic tread to the
dockyard, or to divine service, on various oc-
casions. It barracks their interior economy is
conducted on the same lines as that of an in-
fantry regiment, and they are similarly instilled
in musketry and bayonet exercises. During
their visits to the dockyards they are familiar-
ized with the sights of ships in construction and
large accumulations of naval stores. Officers
attend in very small numbers only at these
performances.

Generally speaking, a Russian hates the sea
as the devil does holy water. A steamboat
service between St. Petersburg and Peterhof,
excellent in every detail, had to be discon-
tinued for want of support. A well-known
Minister, who was desired to accompany the
Emperor to Copenhagen on his magnificent
yacht, begged his Imperial master to allow him
to make the journey overland. Nevertheless,
a certain number of gentlemen yearly
do serve in the navy. As far as physique
and education go, they seem quite satisfactory.
They are first sent to the Imperial Naval
School, in the Vassili Island, on the quay op-
posite the statue of Krusenstern. There they
receive an excellent theoretical education. But
there is a no boat for them to row or sail in,
nor do they ever see a man-of-war, except those
on the other side of the river Neva. Later on
they pass to the full-rigged cruisers and sloops,
which form the naval cadets' training squadron.
Nothing in these ships in and they assemble
the surroundings that the young officer will
find on his transfer to a battleship.

It is usual in Russia to launch a ship in a
Jesse forward condition than that of British ves-
sels that take the water, and a crew is instantly
told off to her. But it does not follow that the
crew goes on board. In fact, it would be very
much in the way of the carpenter, platers,
carvers, and various other workmen. No, the
crew, with "Diava" or "Pallada" scribbled in
gold letters on its cap ribbons, and impecable
as to great coats, brass buttons, boots, etc.,
continues to tramp about the streets of St. Pe-
tersburg, Cronstadt, or Sebastopol, living and
learning with the other "equipages" in barracks.
Then come the ships' trials. It is absolutely
necessary that these should give the most satis-
factory results. Consequently the trial is put
off day after day until the sea's surface is with-
out a ripple, and not a breath of wind blows.
The trial is all hand-picked, and special crews
of stokers are told off who are intimately ac-
quainted with the engines and boilers in all
their bearings. And off start the Tri Sytilla
or the *Delavskii Apostol*, to which the
world with the account of her noble sea-worthi-
ness. The minds of Russian naval officers
must be kept in truly Panglossian mould.
The whole conception of his profession by a
Russian naval officer is intrinsically false. His
idea is to preserve, not to risk his ships. With
this object in view, he piles stone on stone and
rampages over gun in land fortresses surround-
ing his naval ports or dockyards. Under these
his ships ride silently at anchor. I remember
showing a series of articles of great value, that
appeared in the *Times*, in a Russian officer of
distinct competence. My remark to him
after their perusal was "Well, after all, the
soundest strategy in naval warfare is to bring
your ships alongside those of the enemy."
The Admiral, who had occupied the post of
Minister of Marine for a time, made a truly
characteristic Russian reply. "Yes, that is if
you have enough of them." If we consider the
history of the Russian Navy we shall see these
vicious opinions have always prevailed. There
have been no victories at sea, it is true, Hango,
or Gangut, Kichin, or Truxena, or even
times the admiral in charge was a Scotman.
But this is a detail. Russia has had Nakh-
moff, Isomoff, Kornilov, Lazareff. But
their records have been, as a rule, on land.
They were heroes of shore combats, not sea-
dogs, like Suffolk or Collingwood.

NAZARENE'S IDEALS FAIL IN BUSINESS.

Indianapolis, Aug. 27.—A. F. Norton, the
Marion grocer, who obtained the dining-hall
privileges at the Wesleyan conference meeting
in Fairmount, to conduct the business "as
Christ would run it," has found the project
vexatious and unprofitable, and has abandoned it.
Mr. Norton is known throughout the State as
the man who "runs his business as Christ
would," and in the grocery business he has been
very successful. He started a store several
years ago, sold goods for cash only, refused
to deliver to the homes of customers, paid his
employees every night and cut prices on every-
thing he handled. He was so successful that
he opened another grocery on the same plan
and this was followed in less than a year by
another, making three under his management.
Just before the Wesleyan annual meeting
Norton was granted the privileges for the
dining-hall, and opened the place four days
ago. He refused to make any charge for meals
served, but left it to each patron's conscience
as to whether he should pay or whether he should
pay at all.
Norton paid the waiters good wages and
served everything beautifully, but the table-
ware was all of tin—except the cups in which the
coffee and tea were served—and after the first

day it began to show the result of wear. Per-
sons who patronized the hall complained more
of the tinware than of the meals. Clergymen
of the conference at the conference, were among
those who registered the loudest and longest
complaints, the most grievous thing of which
they complained being the absence of fried
chicken.

Many of Norton's boarders withdrew to the
hotels, and yesterday he closed the hall, dis-
missed the waiters and cooks and retired from
the task of running a restaurant "as Christ
would."

Consignees.

BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKO,
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 23rd October, 1905. [1038]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENMOHR,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 31st instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 7th
November, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th October, 1905. [1040]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.
THE Company's Steamship.

"INDRANI,"
having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's hazardous and/or extra hazardous
Godowns at Kowloon, where each consignment
will be sorted out mark by mark, and delivery
can be obtained as soon as the goods are
landed.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.
Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 23rd October, 1905. [1035]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE,
THE Steamship.

"GREGORY APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M.
of the 26th instant, will be landed at Con-
signees' risk and expense into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID BARROON & Co., LIMITED.
Agents.
Hongkong, 24th October, 1905. [1041]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship:

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 27th instant will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on FRIDAY, 27th instant, at
9.30 A.M.

All Claims must reach us before the 2nd
November, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st October, 1905. [1039]

Intimations.



THE POPULAR
SCOTCH
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained from

the principal Stores. [1045]

GO TO
WEISMANN'S
FOR YOUR
BREAD.

THE ONLY
EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905. [1046]

THE WINE GROWERS

SUPPLY CO.

General Agents, Hongkong.

BARRETTO & Co.,

General Agents, Hongkong.

BARRETTO & Co.,

General Agents, Hongkong.

TRAIN & MOUNTYRE,

Limited.

SCOTCH WHISKIES.

Very Special Blend,

\$13.00 per Dozen.

Royal Scottish,

\$16.00 per Dozen.

Special Liqueur,

\$20.00 per Dozen.

Old Reserve,

\$25.00 per Dozen.

BARRETTO & Co.,

Agents,

No. 25 & 24, Bank Buildings,

Queen's Road Central.

Hongkong, 20th September, 1905. [1041]

Intimations.

A. S. WATSON & CO.,
LIMITED.WINE & SPIRIT
MERCHANTS.HAVE BEEN APPOINTED AGENTS
FOR MESSRS.ROBERT PORTER
& CO.,

BOTTLEERS OF THE FAMOUS

BULL DOG
BRAND

BASS' ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

PRICES:
PER CASE

"BULL DOG" Bass' Ale	8 doz. pils. \$15. 1/2 doz. pils. \$12.50
"BULL DOG" Light Ale in Cham- pagne Bots. (specially brewed for this climate)	4 " pils. \$18. 8 " pils. \$34. 12 " splits \$27. 12 " splits \$24.00
"BULL DOG" Guinness Stout	8 " pils. \$14. 12 " splits \$28. 12 " splits \$24.00

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

DEATH.
On the 21st of October, at Shanghai, FRANCISCO PAOLO RIZARIO.

MARRIAGE.
On 17th October, at Singapore, M. S. Low, grand daughter of Mr. Low Kim Pong, to Mr. Khoo Jee Chong.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 26, 1905.

WEST RIVER TRAFFIC AND THE QUESTION OF TRADE MARKS.

In supporting the Chairman's speech at the meeting of the China Association in Hongkong yesterday, Mr. W. G. Humphreys called the attention of the commercial community to the dilatoriness displayed by the Chinese authorities in carrying into effect the provisions of the Mackay Treaty concluded nearly three years ago. The main subject brought under consideration was the opening of the inner waterways of China to trade—special reference being made to the traffic between Wuchow and Nanning on the West River. Not so very long ago, the general question of inland navigation in China was brought to the notice of the Foreign Office on the initiative of Mr. A. J. Little, of Shanghai, who through the Shanghai Chamber of Commerce stirred up the powers that be in the Foreign Office to communicate with the Chinese Government in the matter of the Treaty stipulations. China is slow to move, and on every occasion possible pressure should be brought to bear on the provincial officials to abide by the terms of the commercial compact entered into by our Government and the Wai-wu-pu, so that business interests may not be allowed to suffer through the indifference and apathy of the Chinese Government to the promotion of trade in China. So far as Hongkong is concerned, the trade on the West River has proved very disappointing ever since the ports along that important waterway in South China were opened to foreign commerce. Steamship companies were not slow to build vessels specially designed to meet the requirements of merchants transacting business in that district, and for passenger traffic; but, in consequence of the unsatisfactory results, the Joint River Steamboat Companies considered it wise to part with their original river steamers at the first opportune moment. Later on, as the prospects of profitable trade brightened, new vessels were constructed and placed on the run, but according to the statements of the chairmen of the steamboat concerns at public meetings, these vessels are just able to pay their way. It is believed, however, that given the removal of restrictions and other obstructions created in the way of trade by the maritime officials of the Province, the trade on the West River is capable of enormous development, affording profitable employment for the capital which has been invested for some time without showing any tangible returns up to date. It was only the other day that Viceroy Tsen presented a long memorial to the Throne reporting the fact that the Kwangsi disturbances, which have hampered and handicapped trade for a number of years on the Canton delta, have now happily ended. The rebellion, so it is stated, was responsible for much that hindered the free interchange of goods, and the safe transit of passengers along the routes between the various treaty ports on the West River; but now that it has been quelled and brigandage held in check by the summary punishments imposed on the ringleaders by the Viceroy, there is no good reason why trade in this part of China should not again assume its normal proportions, and, indeed, rapidly develop to the extent which was anticipated when the question of the opening of the West River to foreign trade was first mooted, many years ago. The subject of the protection of trade marks, alluded to by the second of the Chairman's speech yesterday afternoon, as well as by Mr. Humphreys, is no less important from the point of view of British manufacturers, whose marks have established for the goods they represent the standard of their quality, and have gained favour with the retail traders and consumers in China. It is a well known fact that Chinese buyers frequently attach all the importance in the world to a particular mark, and once it has gained the favour of a certain class of buyers they will take no other goods even of the same standard—they will have nothing but the goods branded with the mark with which they have become familiar, and whose quality and character they have proved by experience. In Hongkong it has been found necessary to replace on the statute books of the Colony the old law on the registration of trade marks by one, which will secure greater protection to the registered parties. It is noteworthy that those interested in the registration of trade marks have not raised their voices in protest against the higher fees which are charged under the new Ordinance, because they recognized the advantages which are likely to be derived from

the stricter provisions of the new enactment. The Registration Bureau of Peking, the ruler and regulator governing which have already appeared in our columns, not many months ago, is supposed to afford the necessary protection for trade marks in China, but as a matter of fact it is little more than an office wherein, after considerable trouble, labour, and expense, the marks for which registration is sought are deposited, but the primary object of protection is rarely obtained by applicants for registration, for it cannot be assumed that a mark registered in Peking could have protection extended to it in the southern provinces, for example. It will be many years before the Chinese officials and the subordinates of such a department can be made to realize the importance of registration and adopt such measures as will secure for the proprietors of the marks—at great expense to themselves—the protection necessary for trade interests. We are at a loss to conceive how any system can, at present, be devised that could be made workable in Canton. It is possible, however, that under the regis of the Consular official in that city, a special department might be created to deal with commercial affairs, with a special branch for the registration of trade marks. Here, again, there is the difficulty that the Consular official could only take cognizance of delinquents who were British subjects, and all others, including Chinese, would be outside his jurisdiction. The only possible way by which he could deal with such cases would be in the form of a representation to the Chinese authorities. But it is hardly to be expected that the native officials would go the length of instituting prosecutions against infringements of such a character. The whole question at this stage is too academic to be capable of practical solution. Since most of the goods destined for Canton pass through Hongkong, it devolves upon the merchants concerned to institute searching inquiries in every case of an infringement of trade marks so that, if possible, injunctions may be obtained against the despatch of much goods from Hongkong to Chinese ports. But we must admit that even here there is a difficulty, for in those cases where goods pass through Hongkong in bulk in the holds of vessels to be discharged in Canton, the detection of any infringement of trade marks would be rendered practically impossible. Nevertheless, all goods in transit that are stored in the warehouses of the Colony, to be subsequently shipped to Canton, might be the object of observation by parties interested and time and opportunity afforded for action to be taken by those whose marks were infringed against unscrupulous manufacturers.

LOCAL AND GENERAL.

Mr. A. H. Harris, Commissioner of Customs at Changsha, is shortly going on leave, and Mr. O. S. Keady is to succeed him.

THE M. M. Co.'s ss. *Touraine* have been delayed in the Suez Canal, is only expected to leave Singapore for Saigon on Friday evening, and may therefore be due here on or about the 3rd prox., a.m.

An extraordinary general meeting of the members of the Kowloon Cricket Club will be held at the Seamen's Institute, Kowloon, at 8.30 p.m. on 1st prox. for the purpose of deciding upon the pavilion to be erected by the Club.

ON Tuesday evening last eight matedred, near the waterworks at Chang Sha Wan, the property of Chan Ah King, contractor, went up in flames, the damage being estimated at \$5,000. The property was uninsured. The origin of the fire is unknown.

An interesting billiard match was that played between Mr. Leong and Sergeant Pitt at St. Patrick's Club on Tuesday night, when the former won 20 points. The highest breaks were Pitt, 35, and Leong, 30. A return match of 500 up for a side wager is being arranged for next week.

NEXT Tuesday, at 8 p.m., a benefit concert, arranged by Mr. J. French, of the Naval Yard, will take place in the St. Patrick's Club. This concert will prove one of the most interesting and amusing that has been held in the Colony for some time. There will be some splendid talent, and the object being a deserving cause a very full house is expected.

H.M.S. *Iphigeneia*, Capt. Fawcner, is to tow the dredger *St. Dunstan* as far as Malta. It certainly seems curious that this dredger should have had so brief and apparently aimless a trip from Europe to Wei-hai-wei and back. Surely it would be economy to keep her here for local work of which there should be plenty by and bye.—S. P. Page.

At Singapore on the 19th inst., on the arbitrators and counsel engaged in the Tanjong Pagar proceedings taking their seats in the Council Chamber a message was received from "Mount Rosita" stating that Sir Michael Hicks Beach, the Umpire, was indisposed and would be unable to attend. A message was forwarded to Sir Michael, expressing sympathy and regret at his illness, and hoping that he would be able to resume his duties the next day. Sir Edward Boyle, C.C. (Dock arbitrator) remarked that Sir Michael's illness happily was not serious. Under the Ordinance they had power to go on without their Umpire, and it was decided that this should be done.

IRISH-AMERICAN HUMOUR.

THE DELIGHTFUL OPINIONS OF AN "EXCHANGE."

Humour, unbecomingly or otherwise, is such a scarce commodity in these busy days that when it does appear one is inclined to buy it and cry, "Hurra, we have found it!" It came to the office of the *Hongkong Telegraph* in the guise of *The Gaelic American*. At first there was a doubt as to the credentials of the *Gaelic American*. It was suggested that the *G. A.* was *Comic Cuts* transfigured, but a glance at the explanatory headline soon settled the matter. *The Gaelic American*, be it known, is "a Journal devoted to the Cause of Irish Independence, Irish Literature, and the Interests of the Irish Race," to which we humbly add "Hurroo!" Now, this "great Journal" with its manifold cares and anxieties, has been taken to Dublin, and is being edited by a "man of letters" at Dublin Castle, but a live Irishman swinging a battle-axe and shouting "Eir-e-go-bragh" all the time. What, it may be asked, is this journal of liberty, freedom, fraternity and "down-with-the-tyrant-bog" doing to advance the cause of Irish independence, literature and the Irish race? Let us pose its pages.

The front page is taken up with a string of hieroglyphics, which the ignorant might take to be Irish. And there they would have fallen into the pit. It is nothing of the sort—it is good, honest and doubtless patriotic Persian! And why Persian? Because the Irishman of New York have discovered that old Habeebullah Khan, the Amir of Afghanistan, is a friend of the Cause. Irishmen have had strange bedfellows in their time—Tim Healy had a pet rat when he was "doing time"—but the connection between Pat and Habeebullah is not exactly obvious, until you read the headlines: The top one, in bold black type, shouts—"The Independent King of Afghanistan"—that looks as if somebody in New York was looking out for a job. The next headline is a miniature harangue—"The Amir, Habeebullah Khan, Congratulated by *The Gaelic American* On His Great Diplomatic Victory Over England—A Beacon Light for India and Ireland—The Message in Persian and English"—so there you have it plump and plain. Poor old Habeebullah has been rapping the knuckles of the dirty English, be-got and Ireland sends him a testimonial. Skipping the Persian, which was not taught in the Board Schools at home when we were young and beautiful, we come to the English—phew, spit it out!—Translation. *The Gaelic American* "offers its cordial congratulations to the ruler of Afghanistan who forced England to recognise him as the independent King of Afghanistan." Quite right, too, and many of them. But all Irishmen are orators—or should we say spell-binders?—feeling that we are speaking of American-Indian—no, it is not surprising to find a bit of tale. Orlagh wu (Englishmen might call it blarney) in the next sentence. It runs like this:—

"His Majesty, through the light of his intellect and influence of his powerful army, discomfited all deep designs of England, whose hypocritical practices of showing (sic) wheat and selling barley have reduced the prosperous land of Hindustan and the fertile fields of Ireland to ruin."

A fine rolling period that which shows what an Irishman and an Irish-American at that can really do when the tootin call. But a patriotic and disinterested Irishman never forgets the stranger who took him in and gave him a vote, and told him to call at Tammany Hall when he was hard up. No, America is a great country, "God's country"—and America has a rather soft side towards the Englishman's master—that is to say, our friend Habeebullah. And America, through the *Gaelic American* holds out the hand of friendship to Habeebullah. Listen!

"The American nation views with admiration the enlightened policy of this sagacious king, and looks forward to soon have the representative of Afghanistan installed in Washington, the National Capital." Ahem! The American people will be delighted to have friendly relations established between the brave Afghans and the Americans. Again, ahem! May the benign Providence preserve the independence-loving Afghan race for ages to come from the malignant influence of England, whose policy is inimical to the welfare of mankind."

What Roosevelt or Bryan or Parker or burly Taft thinks of this has nothing to do with the case. What an Irishman says he means, even if he doesn't say it. And when Habeebullah gets himself installed in Washington at the Capital—or should it be Capitol?—then Ireland will be Ireland once again and England will be the pup, also once again. Habeebullah as the modern St. Patrick is too rich.

Now that we have finished with good old Habeebullah let us have a look at the strictly local matter. An Irishman has died in Boston, but true to his country he was not infected by the *ton* of that famous city. No sinner he was an Irishman, worthy of five headlines in the national organ. "His career reflected credit on his race"—these should be all capital letters, but we refrain. How did his career reflect credit on his race? He was "identified with every patriotic movement from Fenianism to the Land League." Hurroo for the Fenians and up with the Land League! Although a Fenian he died in his bed, shocking the Irish people throughout the world. Two columns are devoted to a glorification of the Dublin men who refused to pay the police tax which is characterized as "a monstrous imposition" to keep up the most expensive force in Europe used chiefly for political repression.

TANJONG PAGAR EXPROPRIATION.

25 YEARS' PURCHASE SUGGESTED.

Strata papers and contain very lengthy reports of the arbitration proceedings in relation to the Tanjong Pagar docks. (An editorial on the 17th inst., the *Strait Times* said:—

Sir Michael Hicks Beach, Sir E. Boyle, K.C., and Mr. J. C. Light devoted yesterday afternoon to making a personal and official inspection of the greater portion of what until lately have been the Tanjong Pagar Docks Company's property and premises, and, at the weather turned out fine, and it was not too hot, the water part of the journey proved extremely pleasant. The Umpire and Arbitrators were accompanied by Mr. Nicholson, the Chairman of the new Tanjong Pagar Docks Board, Mr. Matthews, of Messrs. Coode and Matthews, Mr. Mouldale, and the Secretary to the Court, Mr. Egerton Eastwick. At 2.15 p.m. sharp, the party left the Singapore Club in a couple of landaus, provided for the occasion, and drove to the Docks where the Court carried through a very careful inspection of the lengthy wharves, commencing at the East Wharf and finishing up at the Home Wharf, purchased by the company in 1880, and Jarvis's Wharf, which was years ago rented on a long lease by the Company. The carriages then conveyed the party back to the Victoria Dock, where a Government launch was awaiting them. The difficulties of descent from the quay to the vessel by a steep and slender ladder being successfully overcome, the launch steamed slowly westward, enabling the Court to examine the frontage and internal economy of the wharves, the high water mark, as the various places wherever facilities offered through the absence of steamers from the moorings. Directly avoiding H.M.S. *Iphigeneia*, which has just cast off from the wharf, the launch continued its way past the P. & O. Wharf and on to Keppel Harbour, bought by the Company in 1899. Here the Court continued their examination of the wharves' frontage and interior, and, having moored, the launch proceeded to the Home Wharf, where the dock, the unfinished dock, the boiler factory, and other excellent workshops on the premises. The extent of hinterland possessed by the Company was shown to the Court, together with the small area leased to the Eastern Extension Telegraph Company (41 years' still to run), where it was asserted, cable was being manufactured at a cost below any possible price of production in England. Duty now gave place to pleasure. The party disembarked on board the launch, and, after a short run back to Johnson's Pier, a Places of interest and native craft of curious patterns were indicated to the visitors. It was optimistically suggested at parting that the work of the Court would be finished in ten days' time from to-day.

22 YEARS' PURCHASE SUGGESTED.

In opening the case for the Dock Company on the 17th inst., Lord Robert Cecil pointed out to the Court the difficulties which attended the preparations of the case by reason of the fact that those interested in the Tanjong Pagar docks had been in England and partly in Singapore, and also that the Government in taking over the docks had taken over the whole of the Company's servants—for instance, Mr. Nicholson, the manager, became manager under Government; and as a particular instance he referred to Prye River Dock at Penang where the gentleman who had been in charge for the last 14 years had passed over to the Government. Counsel went on to give a geographical and commercial description, sketching the numerous possibilities and potentialities of Singapore with reference to the world's trade and its especially favourable position with reference to the trade of the Malay Peninsula, from which, besides rubber, etc., seven-eighths of the world's tin was produced, a large proportion of this being smelted at the works at Pulo Brani, the largest smelting works in the world, situated on land belonging to the Company. In the near future there would be direct railway connection with the Straits, and the far as Penang and the terminus at each end belonged to the Company. After sketching the history of the Company he said that it was not inaccurate to state that from 1899 it had a monopoly of wharf and dock business in Singapore and not only had a monopoly but owned the land in such a way that there was no possibility of anybody coming in to compete with them. At the time when the Docks were expropriated, the Company had under contemplation a large extension of wharves and the building of a large wet dock and a graving dock. Having reviewed the steps which led up to the taking over the concern, Lord Robert referred in detail to the terms of the Expropriation Ordinance.

Lord Robert Cecil, in the course of his address mentioned that the award of the tribunal would be absolutely final, and there could be no stating of a case afterwards.

Mr. Ballour, Browne said he had not looked into that matter but he presumed it was so. Proceeding, Lord Robert referred to the 15 per cent. compensation allowance ordinarily granted in the case of land expropriation, and said no one could imagine that there was any desire on the part of the Government to buy the Tanjong Pagar concern cheaply, and this discountage capital, which was the one thing needed in Singapore as in other Crown Colonies. All he could conceive was that the Government must have been perfectly satisfied that the allowance of 15 per cent. was ordinary; granted, and that the Government was not going to be taken in by a clever lawyer. (This business, he said, was a very good one, and in making up their claim they multiplied it by 25 years, which in their view was the proper number of years' purchase for an understanding of this kind in this country. That profit showed an average increase of five per cent. a year, though since 1900 there had been no increase of a step—there had not been any increase since that year, partly due to the general depression in trade, partly to the Russo-Japanese war, and partly, last year, because of a stringency in currency.)

The conclusion of counsel's address, which lasted two hours.

Mr. Ballour, Browne stated that he did not dispute the accuracy of the figure of \$1,000,000 as being the average profit, but he did dispute the 25 years' purchase, and, as a claim for enhanced value in future.

Mr. L. E. Halsey, of the Straits Settlements, Price, Waterhouse & Co., examined Mr. Dox, who was the first witness called. Examined by Mr. Halsey, Mr. Dox said that the results of the survey of the Company's books and produced tables, showing how he had arrived at the figure of \$1,000,000 as being the average annual profit during the last five years.

T. B. L. E. C. R. A. M. S.

HONGKONG TELEGRAPH SERVICE.

TUGO AT YOKOHAMA.

THE CITY'S WELCOME.

[From Our Own Correspondent.]

Shanghai, 20th October.

1910 p.m.

Admiral Togo has arrived at Yokohama from Tokyo, and was accorded a splendid welcome by the citizens on Wednesday.

THE KOREAN QUESTION.

TROUBLE AHEAD.

[From Our Own Correspondent.]

Shanghai, 20th October.

1910 p.m.

It is reported that the Korean Government intends appealing to the Powers with a view of annulling Japan's protectorate as specified in the new Treaty of Alliance.

[The Tokyo correspondent of the *Japan Advertiser* sent the following communication to Sept. 28:—Your correspondent learns from competent authority that the publication of the Anglo-Japanese Alliance will mark the beginning of a new and vigorous policy of the Government in its dealings with the Government of Korea. Among publicists of Tokyo it is now freely admitted that the new treaty guarantees the freedom of Japan in the prosecution of its Korean interests, the shadow of a Korean Government will shortly be swept away and practical suzerainty of Japan over the Peninsula will be established.]

IN SUMMARY JURISDICTION.

QUESTION OF LIFE OR DEATH.

In summary jurisdiction this morning, Mr. C. F. Dixon, of Mr. John Hastings' office, appeared before the Police Judge, his Honour Mr. A. G. Wise, on behalf of the Woo Yee Shing Tong, against Wong Ping, Lun in respect of a claim of \$2,000, money lent on 1st January last.

At the outset his Honour desired to know whether any inquiries had been made as to whether the defendant was alive or dead, and a Court official replied that it could not be ascertained whether the man was living or dead. In fact, he could not be found.

His Honour: "I'll give you judgment if you like."

Mr. Dixon: "Well, my Lord, I'll prove my case."

His Honour: "Alright, you can take judgment, but at your own risk. What you don't take another person's property, I can give you judgment against the defendant's bakery."

Mr. Dixon: "I don't want judgment against the bakery, I want judgment against the defendant's share."

His Honour: "Alright, take your judgment with costs. There is another case between the same parties; go ahead and prove the claim and take your judgment with costs."

Plaintiff moved claim for \$2,000, money lent on the 9th May, 1905, and produced in promissory note.

Judgment with costs.

A SETTLEMENT.

Mr. H. K. Holmes then appeared on behalf of Shue Chung Yin, suing Li Pak Shing in the recovery of \$77, being eight months' interest, from 30th January to 29th September 1905, at \$15 per mensem, on \$500 secured by an indenture of mortgage of a share of property under the will of Li Pak Shing.

Mr. John Hayes, of Messrs. Johnston, Bole and Master, appeared for the defendant, and said he was instructed to consent to judgment, the matter of the mortgage having been arranged between the parties.

His Lordship, remarking that he was glad that they had come to an arrangement, and had given them ample time to do so, gave plaintiff judgment with costs.

BASEBALL.

U.S. RELIEF IN HONGKONG.

Baseball was played on Saturday night at Canton, Bay commencing at 7.15 p.m. sharp. Line up as follows:—

U.S. Relief: Catcher, Henderson; Sample, Pitcher; Henderson, Batter; Everts, Catcher; Clive, Batter; McNeil, Batter; Hill, Batter; Wern, Batter; and Gate, Pitcher.

Bennett, 3rd Base; Mac Peterson (Capt.), 1st Base; Short, 2nd Base; Griffin, 3rd Base; Green, 4th Base; Field, 1st Base; Griffin, 2nd Base; Slavin (Capt.), Centre Field; Gray, 3rd Base; and Right Field, Thomas.

The treaty of peace between Japan and Russia was in great danger of being lost in the bay outside Yokohama harbour. On the arrival of the *Dakota*, the peace commissioners took into a launch with the treaty, and by some accident it was thrown into the water. The launch was then tipped overboard, and the treaty was lost. The launch was then tipped overboard, and the treaty was lost.

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But you have made yourself a magnet. Good success cannot help but rush to you. It's a law. Begin now to draw good luck.

Angela Morgan in *San Francisco Chronicle*

Andalusia, Ger. 1.5., 3,477, M. Filler, 23rd.

A Mail will close for—

Captain H. Martens), 28th Oct., 11 A.M.

Lamperski, Mr. & Mrs.
Louder, Mr.

Bourchier, J. A. F.
Broughall, L.

October 5th, 1924, a.m.

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief

† Death of Vice Admiral Richard, Commander-in-Chief.

Parcels for the United Kingdom via Gibraltar

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate of a cent for each half

LONG AND WHAMPOA DOCKS.

Dr H. J. Klaar	31	Kowloon	Doc
Tsai-nan	31		
Koh-shiang	31		
Hai-nam	31		
Doric	31	Cosmopolitan	31
Tel-mo	31		
Kentmere	31		
Hoh-nsteln	31		
St. Epoch	31		
Holene	31		
Anglia	31	Aberdeen	31
Pocahontas	31		31

